CITY INTELLIGENCE For Additional City Intelligence see Fifth Page.

WHAT CAME FROM NOT USING PHILA-DELPHIA FLOUR. -On Thursday last, Mr. Levi Garrett, or Howard's Express, his wife and two children, and a servant, residing on Fifth street, above Race, were similarly affected shortly after partaking of a meal in which potatoe-cake made with lard and New York flour had been used. The whole family were seized with violent retching, their stomachs being racked with pain. Dr. William W. Suiton, No. 923 North Fitch street, was called in, and administered an antidote to the poison. The patients were speedily relieved, and considerable doubt existed as to the cause of their sudden sickness. The pre-yailing opinion was that cholera had visited the family. On the following day they were again taken sick shortly a ter breaktast, and again the physician was called in, who gave them speedy relief. They had ejected everything from their stomachs as on the day previous. A close examination was made of the food they had eaten.
It was attributed to the potatoe-cake. This was made of New York flour, said to be the best brand, old potatoes, and tresh lard.
The potatoes and lard had been used in the

preparation of other kind of food, and had no ill effect upon the family. The question then arose, What caused the sickness? It seems that some time since a number of families were taken sick in the northern counties of New Jersey and in New York city, from poisoned flour, which, upon investigation, proved to be the result of gross carelessness on the part of the miller, who, it seems, had poured meited of the miller, who, it seems, had poured melted lead into the mill-stones. This lead was ground off, and mixing with the flour, caused the poisoning. Such was the result upon an investigation having been made in New York. It is supposed that the flour used in the family of Mr. Garrett was some of the same stock. It was purchased on the day before it was used from a flour dealer or grocer on (callowfull street). floor dealer or grocer on Callowhill street. It was pronounced to be the best brand, and was sold at the highest market rate, as something very superior. It was the flour that caused the

INVESTIGATION OF THE SPIRITUAL FRAUDS.—Before United States Commussioner Sergeant, yesterday, Peter Bradley had a hearing on the charge of distilling waisky without a license, in the yard of his dwelling, at William and Salmon streets, Richmond.

Algernon S. Cadwaiader, Collector of the Firth Collection District, was sworn, and testified as tollows:- Have seen detendant once before; was at his place on Wednesday last, and saw a still in operation; there was a barrel half full of what I supposed to be whiskey, and the liquor was running from the still into another barrel; there was also mush and molasses in the distillery; the still was in a back yard, and was concealed by a high tence; it could not be seen from the street; defendant was not home then, and I did not see him for two or three hours; he came to me at the hotel, extended his hand, and I shook hands with him; when he drew back I discovered that he had lett a greenback in the palm of my hand, of what demonstration I do not true. hand, of what denomination I do not know; laid the note on the bar in front of him, and told him not to try that again; immediately after I telt something at my side, and putting my hand in my pocket, I discovered a note there; I took it out and placed it before him again, and told him not to attempt to force money upon me; I supposed the note to be a ten dollar bill, though I do not know the denomination of it; all this took place at the hotel, where Bradley and the men I had with me took supper; Bradley then made an attempt to pay for the suppers we had eaten, but I would not suffer the landlord to take the money; witness threatened to have him arrested for the attempted bribery if he did not desist; Bradley said to the Collector that he had no license, but that he had been to Third and Willow to get one, but he could not, as he was required to take it out in the Fifth District. There was other testimony corroborative of Mr. Cadwalader's, and Bradley was bound over for his appearance at Court. Other cases were to be heard, but, in the absence of the parties and witnesses, there was a postponement until Wed-

EFFECTS OF THE HEAT.-Quite a number of cases were admitted to the Pennsylvania Hospital yesterday, among which are the follow-

Altred Gilligan was found lying in Broad street, below Washington, in an insensible condition.

Edward Maguire, aged 40 years, living at

Twenty-third and Spruce streets, was overcome by the heat while hauling coal.
George Wilkins, residing in Christian street, above Second, fell at Fifth and Chest.ut streets

from the effects of the sun. Charles Balter, aged 35 years, residing in Firth street, above Dauphin, was overcome by the heat about half-past 11 o'clock yesterday

morning, while driving a turniture car at Germantown road and Girard avenue. He was taken

Alired Garrigues, in the employ of Mr. Dick, florist, was overcome in Broad street, near Washington avenue, and was removed to the hospital.

The Coroner was notified to hold an inquest

on the body of a woman who died from the effects of the heat, at No. 28 S. Nineteenth A woman, who resides in Gaskill street, above Fourth, was sun-struck yesterday, and died a

The above forms a fearful record of the effects of the intense heat. People cannot be too careful in exposing themselves to the intense heat of the sun. There are more deaths from the heat this mouth than have ever been known before in the same space of time in this city.

DESTRUCTION OF AMERICAN CAR WORKS. -By the kindness of the gentlemanly Superintendent, D. H. Dotter, we are enabled to give some further particulars concerning the late destructive accident at the above place. At 4 P. M. on Saturday afternoon, during the late heavy thunder storm, the new wing of the main building was struck about the middle of the north part. The new building was built on a series of arches and piers, and the central arch was broken, and brought down the whole structure in a heap of ruins. The wreck was rendered the more complete by the thorough bracing of the roof and upper structure. When the central part gave was it dragged down all the rest with it. The building had just been finished, but there was no machinery in it at the time. It was intended for a "setting-up" shop. A large quantity of the old material can used, thereby diminishing the actual loss. There was one curious circumstance attending the destruction of these works. Some of the sash which remained standing in the ruined wails had not a single glass broken. The whole structure sank down as if it had wilted under the touch of the lightning, rather than if crushed by a sudden stroke. The building was 85 by 327 feet long, and was insured against fire. The ruins were on tire at one time, but the flames were extinguished by the rain.

A LOFTY TUMBLE.—An Irish woman named McShane fell yesterday morning, before sunfise, from the fourth-story window of a house in Front street, above Market. Officer Hutchinson, who is upon that beat, and who is one of the very best privates of the entire force, was called in to witness the circumstances. The woman fell from a back window. At the windows of the second-story was a little scaffold constructed to support a dozen or so of flower-pots. The fall of the woman was broken by this obstruction, and wonderful to tell, she slighted upon the bricks below with no bones broken. Her head was cut and her back badly bruised, Officer Hutchinson, who was close by, was called in. To his presence of mind may be attributed, it such be the result, the recovery of the woman. So little was her apparent injury that when carried up to her chamber she accused her husband of throwing her out of the window. An odor of spirits upon her breath told the story. Ninety-nine cases out of a hundred like it would have proved tatal. Officer Hutchinson, who is a man of large experience and especial ntelligence, declares that he never witnessed a

CORONER'S INQUESTS. - Coroner Taylor was kept very busy yesterday. In these dog-days his office is by no means a sinecure, for the cases of sudden deaths from drowning, heat, or excesses multiply in a fearful ratio. The Coroner was notified to hold inquests yesterday atternoon upon the following boutes:—
At the Nineteenth Ward Station House, an

unknown man, who fell dead at Fourth and York streets. Also, Mary Barry, a negro woman, who died suddenly in the rear of No. 721 Baker street.
At Mrs. Edels', Second street, above Susque-hanna avenue, a man died suddenly.

At No. 6 Brinkley place, a woman died sud-At No. 1529 Hancock street, Mrs. Gordon died suddenly.
At the Nineteenth Ward Station House, upon

the body of John Berry, who was found dead on the Reading Railroad and Cedar street. The deceased lived at Front and Thompson streets. James Young, aged fifteen years, who was drowned at 9 o'clock P. M., while bathing at Pier No. 13, Port Richmond. Also, on an unknown man who died suddenly

at 10 P. M., at the Washington House, Thirty-eighth and Market streets.

FAMILY TROUBLES .- John Shetlone and George Kanig were charged with an assault and battery on Elias Gafstenberg. One of the defendants is the step-son, and the other married the step-daughter of the prosecutor. A row occurred among them, in which Gaistenberg says he was struck, and his wife, as she usually

did, took the part of the defendants.

The defense called Mrs. Gaistenberg, who testified that the boys came home at night tired, and wanted something to eat, and her husband called them loaters, and demanded a quarter for a half-day's work he had done for Kanig, which was paid. Then Gafstenberg told him he married his mother, and not the whole ismily, and struck him. Kanig then threw him over a settee. This case was prose-cuted by private counsel of Gaistenberg. Ver-

lict, guilty. Counsel of Gafstenberg put in a bill for witness fees amounting to \$11 50. The Judge called the defendants up, and Shetlone said his step-lather was continually abusing him. He admitted that he and Kanig were in liquor that night. Sentenced to pay

THE LATE STORM .- There are new incidents of the late storm coming in. Miss Mead, while standing in the door of her residence, in Carlton street, west of Twentieth, received a shock that made her insensible for several hours. She was otherwise uninjured.

A barn belonging to the Blight estate, on Nicetown lane, near the town-hip line road, was struck about 5 o'clock in the afternoon, and hattered into fragments.

The castern end of Gorton's extensive car

wheel factory, at Twenty-first and Hamilton streets, was demolished. A number of persons were stunned by the electricity, and made a narrow escape from

Two frame barns at Forty-second and Spruce treets were badly shattered. The roofs of two stone dwellings at Powelton

avenue and Thirty-fourth street were considerably damaged.
At Twenty-second and Filbert streets, a brick

house was damaged about the roof. It is very seldom we have to record so many disasters as occurred during the late storm.

Drowned.-A boy about 14 years old was found in the Delaware, below Kaighn's Point, yesterday. His dress was a black summer cloth pants, cloth vest, grey round jacket, and plaid woollen shirt, lengthened out with white flaunel at the bottom. He had evidently teen bathing, as his clothing was found on the bank. The body was taken in charge by Coroner Roberts,

A white man was found drowned yesterday at Arch street whar!. He was about five feet nine inches high; was dressed in black sackcoat and black pants, and had brown hair; no whiskers. His age was apparently forty-five years. He was crippled in both hands.

A sailor named Webb, belonging to the English ship Corsair, now lying in the Delaware river, near Vine street, was drowned while bathing on Saturday night, and his body has not vet been recovered.

Poisoned to Death.-Three persons, a father, daughter, and son-in-law, were buried yesterday afternoon from their late abode, in the vicinity of Seventh and Shippen streets. was currently rumored, and doubtless believed by many, that death in these three instances was caused by the cholera. The tather was an illiterate Dutchman, well known about the South Second street market house as a gatherer of bones, which he piled away at his residence. He and the other two fived in a filthy place near Seventh and Shippen streets. On Saturday morning the old man obtained some beets and other vegetables, which he had cooked in a copper kettle, green with verdigris. The trio having eaten heartily of the food thus prepared, were taken sick and died from the effects of the poison.

COUNTERFEITERS .- Vance Abrams and William Hertzhog had a hearing before Alderman Bonsall yesterday, on the charge of making counterfeit money. These arrests were made by Captain Franklin, and grew out of develop ments made by two brothers, samed Moothart, and a yourg man named Foster, who were arrested last week with a box containing counterfeit money in their possession. This box and contents, it is alleged by the Mootharts and Foster, had been left by Abrams or Hertzhog at the residence of Mrs. Foster, At the place where Abrams was arrested a press was found for printing notes. The accused were committed in default of \$5000 bail each to answer.

BOARD OF SURVEYORS .- A stated meetng of the Board of Surveyors was held yesterday. Applications for privilege to construct sewers in the following named streets were granted:—On Arch street, between Eleventh and Twelch streets: on Linn street, from Twenty-third to Twenty fourth street; on Julia street, between Coates and Brown streets; and on Wainut street, between Seventeenth and Eighteenth streets. The Board adjourned until the 17th of September.

CITY ICE BOAT .- Our enterprising city is taking time by the foretock, and preparing for the effects of the coming winter. Cramp & Sons are now engaged in building a new iron lee boat for this city. It is to be 175 feet long and 25 feet beam, and 57 feet over guards. It will be powerfully braced in the best manner, and will be of great strength. The engines of the old ice boat will be placed in her.

SCHOOL OF DESIGN .- We learn that our er terprising tellow-townsman, Mr. T. W. Braid wood, is in Chicago, making arrangements for the establishment of a school of design. It is to be conducted on the same principle as the one in this city. It will be a valuable institution, and should meet with proper encouragement.

THE "ANGLO-AMERICAN TIMES," - The Rev. C. W. Denison, for some time a resident of London, and connected with the management of the above paper, is now in this city, to present its claims. We cordially wish him success.

A BETTER SUPPLY .- The water has been turned on at Broad street and Columbia avenue, through the new 30 inch main, thus affording a better supply of water to tue citizens in that

MONUMENTS, TOMBS,

GRAVE-STONES, Etc. Just completed, a beautiful variety of ITALIAN MARBLE MONUMENTS. TOMBS AND GRAVE-STONES. Will be sold cheap for each. Work sent to any part of the United States.

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Choice Seats to all paces of Amusement may so see up to 6% o'clock any evening. GRAND NATIONAL CONCERT FOR THE BENEFIT OF THE

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> WASHINGTON, D. C., AT GROVER'S THEATRE,

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On Thursday Evening, August 2, 1866

258,000 tickets will be sold at \$1 each-75,000 presents nwarded, valued at \$250,0001 \$25 (00 of the profits to be given to the Soldiers' and Saliors' National Orphans Bome Fund, \$1500 to the Washington Male and Female Orphan Asylum, the balance, after deducting expenses, to be paid to the Treasurer of the Soldiers' and Sailors Union, of Washington, D. C.

TICKETS CAN BE OBTAINED AT THE OFFICE OF WILLIAM E. OWENS, NO 527 CHESNUT STREET ALSO, SENT TO ANY POST OFFICE IN THE COUNTRY PROMPILY BY MAIL.

LIST OF PRESENTS TO BE AWARDED: 2 Fine City Lo s, on Seventh street north... r pe endid Carriage, Horses, and Harness, complete.

I plendid Liamond king.

I set Diamonds, complete (Pin, Far-rings and Mings).

I Grand Pamo (Steinway's)

I Soid Silver Tea Set

IG Grand Pianos, 8560 each.

IG Grand Pianos, 8560 each.

Io Grand Pianos, 8560 each.

So Lales' Gold Watches See each.

So Harlean Case Silver Watches, 375 each.

So American Case Silver Watches, 375 each.

So Diamond Rings, Silver Watches, 340 each.

So Diamond Rings, Silver Watches, 375 each.

So Silver Backines \$100 each.

40 Sewing Machines \$10 each.

20 Selver plated lea Sets, \$75 each.

\$36 Silver stors, \$25 cach.

\$5,000 Clocks Albums, Jewerry, etc., 36 to sild each.

It foo Tea and Table Spoons etc. \$25 cach. 2.0

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All persons invorably disposed are requested to act as agents, but no commissions will be allowed.

Money should in all cases be sent by Post Office order, draft, express, or registered letters. In every case send the name and Post Office address, county and State of each separate subscription and inclose stamp. All orders for tickets must be addressed to William S. MOR-E., Secretary Soldiers' and Saliors' National Concert, Washington, D. C., Lock Bex No. 32.

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F. NOLENS & CO., Managal Agen TREASURY DEPARTMENT, OFFICE OF INTERNAL BEYENUE,
Whereas H A Hall and Others, as "Managing Directors" of the "Grand National Concert," to be held in Washington. D. C., on the 2d of Agust next have made due application to L. Clephan, Collector of Internal Research due application to L. Clephan, Colector of Internal
Recenue for the Collection District of the District of
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gift en erorise, and presented to him satisfactory evidence that the proceeds of said lottery, raffle, or gift
enterprise will be devoted to charitable uses permission
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THIS (Tuesday) FVENING, July 17.

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Last night of Bouccau t's great Drama of
JESSIE BROWN;
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Act L.—The First Gleam of War,
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6160,000 United States 5 per cent. loan 71... \$35 000 00
120,000
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61 0,500 United States 5 per cent. loan 71... \$35 000 00
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Trensury Notes.

62 100 cent. loan
160 000 State of Pennsylvania Five Per Cent.
Loan.

54,000 State of Pennsylvania Five Per Cent.
Loan.
25,000 City of Philadelphia Six Per Cent.
Loan.
26,000 Pennsylvania Railroad First Mortgage Six Per Cent. Bonds.
26,000 Pennsylvania Railroad Second Mortgage Six Per cent. Bonds.
27,000 Western Pennsylvania Railroad Mortgage Six Per cent. Bonds.
28,000 Western Pennsylvania Railroad Mortgage Six Per cent. Bonds.
23,750 00
25,000 Western Pennsylvania Railroad Mortgage Six Per cent. Bonds.
23,750 00
25,000 Sev Shares Stock Germantown Gas Company, principal and interest guaranteed by the City of Philadelphia.
23,750 143 Shares Stock Pennsylvania Rail-

7.120 143 Shares Stock Pennsylvania Rail-road Company.
5.600 169 Shares Stock North Pennsylvania Railroad Company
40 600 Dyposit with United States Govern-mert, subject to ten days' call......
30.600 State of Tennessue Five 1 cr Cent. \$1.036.850 Par Marset value ... \$996,500-00 al Estate

Bil is receivable for insurances made. I 21 613 37 Balances due at Agencies: - Premiums on Marine rolleles, Accrued Inte-rest and other debts due the Com-Scrip and Stock of sundry insurance and other (ompanies, \$1133. Esti-matel value.

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I theophilus Paulding,
John B. Fenrose,
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Henry Sloan,
Henry Sloan,
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Edward Darrington,
Hones Brooks,
I dward Lafourcade,
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1829-CHARTER PERPETUAL

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PHILADELPHIA. Assets on January 1, 1866. \$2,506,851'96.

 Capital
 9460,000 go

 Acciuel Surpius
 944 543 1s

 Fremiums
 1,162,308 8s
 UNSETTLED CLAIMS, INCOME FOR 1866 \$11.467.53. LOSSES PAID SINCE 1829 OVER \$5,000,000.

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GIRARD FIRE AND MARINE INSURANCE COMPANY. OFFICE, No 415 WALNUTSTREET, PHILADELPHIA CAPITAL PAID IN, IN CASH, \$200,000,

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Then as now, we shall be sappy to insure our patrons a such tates as are consistent with safety. THOMAS CRAVEN,
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JOHN SUPPLE.
JOHN W CLAGHORN,
SILAS YERKES, JE.,
ALFRED S. GILLETT,
CHARLES I. DUPONT,
HENRY F. KENNEY,
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No 224 WARNUT Street opposite the Exchange.
In addition to MARINE and INLA D INSURANCE this Company insures from loss or damase by FIRE, on liberal crims on buildings, merchandiss armiture, etc.
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The Company Las been in active operation for more than SIXTY YEARS, during which all losses have been

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Robert W. Leaming,
D. Clari Wharton.
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Louis C. Norr's Samue Wilcox Louis C Norr's

JOHN R. WUCHERER, Fresiden

SAMUEL WILCOX, Secretary. 41

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PANY-Incorporated 1825-Char or Perpetual—No. old
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This Company, tavorably known to the community
or over forty years, continue to insure against loss or
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Their Capital, together with a large Surplus Fund, is invested in the most careful manner which enables them to offer to the insured an undoubted security in the case of loss.

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READING RAIL ROAD

BOM PHILADELITIA TO THE INTERIOR OF PENSYLVANI. THE SCHUYLRILL, SUGUE

BANNA, UMEFRIAND, AND WYOMING VALLEYH, THE NORTH, NORTHWEST, AND THE CANADAS

SUMMER ARBANGEMENT OF PASSENGER

TRAIN. June 4 1868

Leaving the Commany's Depot. at Thirthenth as CAILOWHILL Streets Philadelphia at the follow in bours:

CAILOWHILL Streets Philadelphia at the follow no bours:

MORNIN; ACCOMMODATION.

At 7:30 A. M. for Reading and intermediate Statio Solkning Express.

At 8:15 A. M. for Reading Lebanon, Harrisburg Pot ville, Finegrove, Tamaqua, Sanbury, Williamspo Fluitz, Rochester Nis, ara Faits, Buffalo Alentow Wilkesburge, Pittston, York, Carlisle, Chambersbur Hagernown etc. etc.

This train connects at READING with East Pennsylvania Bailread trains for Alentown, etc. and the CLINTON with Catawissa Railread trains for Williamsburg, Lock Haven, Fimira etc.; at HARRIS-UHG with Sorthern Central Cumberland Valley, and Schuvikill and Susquebanna trains for Northumberland, Williamsport, York Chambersburg, Phognove, etc.

AFIEROON EXPRESS.

Leaves Fullagelphia at 2:30 P. M., for Reading Pottsville, Harrisburg etc., connecting with Reading and Columbia Bairoad trains for Columbia, etc.

EEADING ACC OMMODATION.

Leaves Reading at 6:0 A. M., stoppins at all way stations, ariving at Philadelphia at 8:55 A. M. gravives in Reading at Philadelphia at 8:55 A. M. gravives in Reading at Fhiladelphia at 5:00 P. M.; arrives in Reading at Fhiladelphia at 8:55 A. M. gravives in Reading at 7:39 A. M., arriving in Philadelphia at 1:00 P. M. Aitennoon trains leave Harrisburg at 2:10 P. M., Pottsville at 2:45 P. M., arriving in Philadelphia at 6:45 P. M.

Leaves Reading at 7:39 A. M. and Harrisburg at 4:10 P. M. Pottsville at 2:45 P. M., arriving in Philadelphia at 6:45 P. M.

Leaves Reading at 7:39 A. M. and Harrisburg at 4:10 P. M. Connec ins at Reading with American Accommodation south, at 6:30 P. M., arriving in Philadelphia Philadelphia at 1:40 P. M. Connec ins at Reading with American Accommodation south, at 6:30 P. M., arriving in Philadelphia Philadelphia at 1:40 P. M. Connec ins at Reading with American Accommodation south, at 6:30 P. M., arriving in Philadelphia Philadelphia at 1:40 P. M. Connec ins at Reading with American Accommodation south, at 6:30 P. M., arriving in Philadelphia at 8:40 P. M. and Gallering at 1:40 P. M. Aitennoon train

9 10 P. M.

Market train. with passenger car attached, leaves
Philadelphia at 12 45 neon for Reading and all way stations. Leaves kending at 11 30 A. M. and Downlaptowa
at 1236 P. M., for Philadelphia and all way stations.
All toe above trains ron daily, sundays excepted.
Senday trains leave Potsville at 840 A. M. and Philadelphia at 2145 P. M. Leave Philadelphia for Reading
at 8500 A. M.; tecurning from Reading at 425 P. M.

CHES ER V. LLEY BAILEDAD.

Passengers for Downlingtown and Intermediate points
take the 736 and 8:15 A. M. and 5:0 P. M. trains from
Philadelphia, returning from Downlingtown at 6:35 A. M.
and 12 D noon.

Phi adolphia, returning from Downlugtown at 633 A. M. and 1230 neon.

NEW YORK EXPRESS FOR PITTSBURG AND THE Leaves New York at 9A M., and 800 P.M. passing Reading at 145 and 1153 A. M. and 148 P. M., and connecting at Harrisburg with Pennsylvania and Northern Central Bailroad express trains for Pittsburg. Chicago. Williamsport, Elmira, Bailtimore, etc.

Ecturbing, express trains leaves Harrisburg on strival of the Pennsylvania express from Pittsburg, at 3 and 945 A. M., and 245 P. M., passing Reading at 449 and 1032 A. M., and 245 P. M., passing Reading at 449 and 1032 A. M., and 250 P. M., she apriving in New York at 10 A. M. and 245 P. M., bleeping care accompany these tains through between Jersey City and Pittsburg, with out change.

A mail train for New York leaves Harrisburg at 210 P. M. Mail train for Harrisburg leaves New York at 12 M. SCHUYLKILL VALLEY RAILROAD.

Trains leave Portsville at 7 and 11-39 A. M., and 7-18 P. M. leturning from "smaqua at 7-35 A. M. and 146 and 4 15 P. M.

SCHUYLKILL AND SUSQUEHANNA RAILROAD.

Trains leave Auburn at 7-50 A. M. for Pinegrove and Barrisburg and 150 P. M. for Pinegrove and Tremont. returning from Harrisburg at 320 P. M., and from Tremont at 7-35 A. M. and 5-25 P. M.

TICKE'18

Through first-class lickets and emigrant tickets to all the principal points in the North and West and Canada. The following tickets are obtainable only at the office of S. BRADFOED, Treasurer, No. 227 S. FOURTB Street, Philadelphia, or of G. A. NICOLLS, General Superintendent, Reading:

COMMUTATION TICKETS

At 25 per cent. discount. between any points desired, for families at d firms.

At 25 per cent, discount, between any points desired, for families at d firms.
MILEAGE TICKETS. Good for 2000 miles, between all points, \$52.40 each, for smilies and firms
SEASON TICKETS. For three, six, sine, or twelve months, for holders

For three, six, nine, or twelve months, for holders only, to all points, at reduced rates.

(LERGYMEN

Residing on the line of the road will be furnished carus entitling themselves and wives to tickets at hall fare.

EX. URSHON TILKETS

From Philad-lphis to principal sia lons, good for Sa tiniday. Sunday, and Monday, at reduced five, to on had only at the licket Office, at THILTEENTH and CALLUW HILL Streets.

FREIGHT.—Goo's of all descriptions forwarded to all the above points, from the Company's new Freight Depot, BROAD and WILLOW Streets.

FREIGHT TRAINS

Leave Philadelphia daily at 5 30 A. M., 12:45 noon, and b. P. M., for Reading, Lebanon, Harrisburg, Potisville Fort Clinton, and all points beyond.

MAILS

Close at the Philadelphia Post Office for all places on the road and its branches at 5 A. M., and for the principal stations only at 315 P. M.

Leave Chesnut Hill 7:10 minutes, 8, 940, 11:40 A M
1:40, 3:40, 5:40, 6:40, 8:40, and 10:40 minutes P. M.
Leave Chesnut Hill 7:10 minutes P. M.
1:40, 3:40, 5:40, 6:40, 8:40, and 10:40 minutes P. M.
Leave Chesnut Hill 7:41 minutes A. M., 2, 5, and 8 P. M.
Leave Chesnut Hill 7:41 minutes A. M., 12:40, 6:40, an
8:20 minutes P. M.
FC R CONSHOHOCKEN AND NORRISTOWN.

920 minu es P M
FC & CONSHOHOCKEN AND NORKISTOWN.
Leave Philaceiphia 6. 8:25 minutes., 11:05 A.M., 154,
456. 555, 655, 8:05 minutes, and 115; P. M.
1 cave Norristown 554. 7, 7:50, 9, 11 A., M., 154, 456. 654
ard 8 P M.
1 he 554 P. M. train will stop at School Lane, Wissa
blick on, Manayunk, Spring Mill, and Conshohocken only
ON SUNDAYS.
Leave Philaceiphia 9 A. M., 256. 4 and 756 P. M.
Leave Norristown 7 A. M., 1, 556, and 9 P. M.
Leave Philaceiphia 6. 8:35 minutes, 11:05 A. M., 156,
455. 556, 565, 565, and 1156 P. M.
Leave Manayunk 654, 756, 8:20, 956, 1156, A. M., 2, 5:656
856 P. M.
ON SUNDAYS.

ON SUNDAYS.

Leave Philadelphia 9 A. M., 2%, 4, and 7% P. M.

Leave Manayunk 7% A. M., 1%, 6 and 9% P. M.

W. S. WILSON, General Superintendent,

"Depot NINTH and GREES streets NORTH PENNSYLVANIA RAILROAD, Depot THIRD Street, above Thompson.

For BETHLEHEM, DOYLESTOWN, MAUCE CHUNK, EASTON, WILLIAMSPORT, and WILKES, BARRE.

At 730 A. M. (Express), for Bethlehem, Allentown Mauch Chunk, Hazleton, Williamsport, and Wilkesbarre. At 5 15 P. M., for Bethichem, Allentown, Mauch

Chunk.

For Doylestown at 835 A. M., 230 and 415 P. M.

For Fort Washington at 16 A. M. and 11 P. M.

For Lansdale at 615 P. M.

White cars of the Second and Third Streets Line City

assenger Cars run direct to the depot.

TRAINS FOR PHILADELPHIA.

Leave Bethlebern at 625 A. M. and 1275 Noon, and

15 P. M. Leave Doy.estown at 6 40 A. M., 3:15 and 5 30 P. M.
Leave Landale at 6:00 A. M.
Leave Landale at 6:00 A. M.
Leave Landale at 6:00 A. M.
Leave Fort Washington a. 10 A. M., and 2:15 P. M.
Philadelphia for Betin e. em at 9 A. M.
Philadelphia for Doylestown at 2:30 P. M.
Doylestown for Philadelphia at 7:20 A. M.
Bethlebem for Philadelphia at 4:20 P. M.
Letrough Tickets must be a noculied at the target of the

brough Tickets must be procured at the ticket offices, through Tickets must be procured at the ticket offices, third Street or BERKS Street.

521 **LLIS CLARK, Agent. W EST JERSEY RAILROAD LINES, FROM VV foot of MARKET Street (Upper Ferry), com-mencing MONDAY, July 16, 1866 Leave Philadelphia as follows:—
For Cape May, 8 A. M., Mall; 2 P. M., Accommodation: 4 P. M., Fast Express
For Bridgeton, Salem, and intermediate points, 8 A. W., and 330 P. M.
For Miliville, and intermediate points, 8 A. M. and 2

M. Woodbury Accommodation, 6 P. M.
RETURNING:
Leave Cape May at 6:30 A. M., Nall; 9 A. M., Fast Exress: 5 P. M. Express
I eave Bridgeton 7 15 A. M. and 3 50 P. M. Freight
30 P. M. Leave Salem 7 A. M. and 3-35 P. M. Freight 5-45 P. M. Leave Miliville 6-55 A. M. and 6-38 P. M. Freight II 03 A M. Freight will be received at Second Covered Whart below Wainst street, from 7-96 A, M. satil 5-96 P. M. That received before 9-00 A. M. will go through the same Freight Delivery, No. 228 S. DELAWARE Avenue J. VAN RENSSELAER, Superintenaent.

The West Jersey Express Compeny will attend to all the usual branches of Express basiness. A Special stasserger accompanies each through train. Office No. 5 WALNUT Street Philadelphia. 1866 -PHILADELPHIA AND ERIERAII.
BOAD.—This great the traverses the Northern and Northwest counties of Fennsylvania to the City of Frie on Lake Erie It has been leased and is operated by the Pennsylvania Radiroad Company.
TIME OF PASSENGETRAINS AT PHILADELPHIA. Arrive Eastward—Erie Mail Train, 7 A. M.; Erie Express Train, 1 P. M.
Leave Westward—Erie Mail, P. M.; Erie Express Train 12 M.
Passenger cars run through on the Erie Mail and the control of the Price Mail and the control of the Control of the Price Mail and the control of the Price Mail and the control of the Control of the Control of the Control of the Leave Westward—Eric Mail. P. M; Eric Express
Train 12 M.

Passenger cars run through on the Eric Mail and Express trains both ways between Philade phila and exic
Ewy York at 9 A. M. arrive at Eric 9 30 A. M.
Leave New York at 9 A. M. arrive at Eric 9 30 A. M.
Leave Pric at 445 P. M. arrive at Eric 9 20 A. M.
Leave Pric at 445 P. M. arrive at Eric 9 20 A. M.
Elec ant Sleeping Cars on a 1 the night trains.
For information respecting passenger business, apply
at cerner THIETHE. H and MARK-T S rects Phila.
And for irrepht business, of the Company's Agonts, 8.
B. Kingston Jr., corner Thirteenth and Market streets
Philadolphia; J. W. Reynolds, Eric: William Brown,
Agent N. C. B. E., Baltimore.
H. F., BOUNTON, Genoral Freight Agent, Phila.
H. W. GWINNER, General Sup't, Williamsport.

RAILROAD LINES.

THE TABLE TABLE.

Commencing MONDAY, July 2, 1866. Trains will sear Depot corner of BROAD Street and WASHING-TON Avenue, as follows:

Express train at 4 15 A. M. (Mondays excepted), for Bellium or and washington stopping at Chester. William of Grace, Aberdeen, Perryman's, Magnoia, Chass's and Stemmer's Bun.

Way Mail Train at 8 15 A. M. (Sundays excepted), for Baltimore, stopping at all regular stations between Philadelphia and Haltmor'.

Delaware Rairoad Train at 8 A. M. (Sundays excepted), for Cepted, for Princess Anne. Mil'ord, and intermediate stations.

Express Train at 11 45. A. M. (Sundays excepted). stations.

Express Train at 11:45 A. M. (Sundays excepted), for Bailmore and Washington.

Express Train at 3 P. M. (Sundays excepted) for Bailmore and Washington scopping at hester, Claymont, Wilmington, Newars. Fixton, Northeast Perryville, Havie de Grace. Aberdeen Perryman's, Edgewood Magnolia, Chase's, and Stemmer's Run 1

Night Express at 11 P. M. for Baltimore and Washington. I assengers by Boat from Ba timore for For ress Mon-ce Norfelk, City Point, and Richmond, will take the roe Noricis, City Folia, and I id A M 'rain, VILMINGTON ACCOMMODATION TRAINS, Stopping at all Stations between Philadelphia and V

Stopping at all Stations between Philadelphia and Wilmington.

Leave Philadelphia at 9 A. M., 1230, 420, 6, and 1130 P. M. The 4/20 P. M. thain connects with Delaware Railroad or Harrington and intermediate stations.

Leave Wilmington at 5 30 7-15 and 9/30 A. M., 4 and 6/20 P. M. The 7-15 A. M. train will not stop at stations between Chester and Philadelphia

Trains for New Castle (cave Philadelphia at 9 A. M., 4 30 and 6 P. M.

THROUGH TRAINS FROM BALTIMORE

Leave Wilmington at 11 A. M., 425 and 10 P. M.

CHESTER FO-PHILADELPHIA.

Leave Chester at 728, 7-25, 10-14, and 11-40 A. M., 4-43, 5-10, 7-26 and 10-16 P. M.

FROM BALTIMORE TO PRILADELPHIA.

Leave Baltimore 7-25 A. M., Way-mail, 9-20 A. M., Express, 110 P. M. Express, 6-25 P. M., Express, 8-26 P. M

Express. 110 P. M. Express. 6:35 P. M., Express. 8:25 P. M., Express. 110 P. M. Express. 8:25 P. M., Express. 8:25 P. M., Express. 8:26 P. M., Perryville for Wilmington and 4:26 P. M., Perryville for Wilmington and finermediate stations at 4:20 A. M. connecting at Wilmington with 7:15 A. M. train for Philade phila.

SUNDAY TRAINS.

de phia.

SUNDAYTEAINS

Express Train at 415 A. M. for Baltimore and Washington stopping at thester, Wilminston, Newark Elkton, Northeast Ferryvite Havre-de-Grace, Aberdeen, Port men's Magno is, oness's, and stemmer's Run.

Night Express. Il P. M. for Faitimore and Washington, Accumedation Trein at 11 36 P. M. for Wilmington and intermediate stations.

Leave Faitimore at 825 P. M. stopping at Havre-de-Grac. Ferryvitie, and Wilmington, Also stops at Elkton and Newark (to take passengers for Phi adelpait and leave passengers from Washington or Baltimore) and Chester to leave passengers from Baltimore or Washington.

insten.

Accommodation Train from Wimington for Philadel phia and intermediate stations at 6 70 P. M.

H. F. KENNKY, Superintendent. TOR NEW YORK.—THE CAMDEN AND
Amboy and Phi acelphia and Trenton Railroad
ompany's Lines.
FROM PHILADELPHIA TO NEW YORK
and Way Piaces, from Walnut Street Whatf, will leave as fellows, viz:At 5 A. M., via Camden and Amboy, Accommoda-

through to Tienton. An and Tr. M. Hoes run direct through to Tienton.

INES FROM KENSINGTON DEPOT WILL LEAJE At 11 A M., 4 30 6 45 P. M., and 2 P. M. (Night) via Kensington and Jersey City | xoress Lines, fare 33-90. The 5-46 P. M. Line William daily. Allothers Sundays

The 6 45 P. M. Line will run daily. All others Sundays excepted.

At 7:30 and 11 A. M., 3 3:30 4:30 5, and 6 45 P. M. a. d. a idnight for Bristol. Trenton, etc.

At 7 and 10 15 A. M., 12 M. 3 4 5 and 6 P. M., for Cornwell's Torrisdate Holmesburg. Tacony. Wissinoming. Bridesburg. and Frankford, and at 10 15 A. M. or Bristol. Schenck's, Eddington, and 8 P. M. for Holmesburg and intermedia e sations.

At 7:30 A. M., and 3:30 P. M. for Niagara Falls, Buffalo, Dunkirk anandals na, Elmira, Ithaca, Owego. Roches et Binghempton. Uswego synacuse Great Bend, Montrose Wilkesbarre Scranton Stroudsburg, Water Gap, Edvidere, Laston, Lambertville. Flemington, etc. 7 he 3:50 F. M. Line connects direct with the train leaving Easten for Mauch Chunk. Allentown, Bethlerhem etc. hem etc.

st 5 F. M. for Lambertville and intermediate stations.
June 1, 1866. WILLIAM H GAIZMER, Agent

DENNSYLVANIA CENTRAL RAILROAD.—
SUMMER ARRANGEMENT.
The Trains of the Fernsylvania Central Railroad (cave the Depot at Thirly-dist and Market streets, which is reached by the cars of the Market Street Passenger Bailway, running to and from the Depot. The list car leaves From street about 36 minutes prior to the departure of each Train.
On Sundays—Cars leave Eleven'h and Market streets 45 minutes before the departure of each Trains Mann's Eaggage Express will car for and deliver Bagsage at the Depot. Order left, at the Office, No. 651 Chesput street, will receive attention.

Mail Train.

will be at the risk of the owner, unless taken by special contract.

REIGHT LINES FOR NEW YORK AND at the stations on the CAMDEN and AMBOY and connecting Rai roads. INCREASED DESPATCH.

THE CAMDEN AND AMBOY RAILROAD AND TRANSPOR ATON COMPANY REIGHT LINES for New York will leave WALNUT Street Whas at 6 o'clock P M. daily Sundays excepted).

Freight must be delivered before 4% o'clock, to be forwarded the same day.

Returning, the above lines will leave New York at 12 noon and a and 8 P. M.

Freight for Then on Princeton Kingston, New Branswick, and all points on the Camden and Amboy Railroad; asso, on the Be v dere Delaware and Fiemington the New Jersey the Fiechold and Jamesburg and the Eurington and Mount Holly Railroads, received and forwardied up to 1 P M.

The Bolvidere Ive aware lielinged connects at Phillipsburg with the Lebigh Valley Railroad, and at Mannakachunk with all points on the De'sware, Lackswanna, and Western Bai road, forwarding to syracuse, Buffalo, and other coints it Western New York

The New Jersey tentral Railroad, and at Newark with the New Jersey tentral Railroad, and at Newark with the New Jersey tentral Railroad, and at Newark with the New Jersey tentral Railroad, and at Newark with the Morris and Essex Bailroad.

A slip memorandum, specilying the marks and numbers, shippers, and covering the seen made for the given.

be sent with each toad or acceptance been made for the given.

A. B.—Increased tacittles have been made for the transfortation of live stock. Drovers are invited to try the route. When sock is surnished in quantities of two carloads or more it wil be delivered at the foot of Fortie h street near the Drove Yard, or at Pier Ro. L. North Biver, as the shippers may designst at the time of shippers. For terms, or other information, apply to WALTER FREED AN, Freight Agent, No. 226 S. DELAWASE Avenue, Philadelphi

No. 226 8 DELA WA SE Avenue, Philadeiphia

No. 226 8 DELA WA SE Avenue, Philadeiphia

ORANGE AND ALEXANDRIA RAILROAD.

On siid after MONDAY, February 12 two daily trains will run between Washington and Lenchburg, connecting at Gordonevile with Vireinia Central Railroad trains to and from Richmond as to lows:—

MAIL TRAIN.

Leave Washington daily (Sunday excepted), at 6'46 a. M., and arrive at Lynchburg at 5'45 P. M.

Leave Lynchburg at 7 a. M. and arrive at Washington at 5'26 P. M.

EXPRESS TRAIN

Leave Washington daily including sunday) at 8'05 P. M.

M. and arrive at Lynchburg at 6'06 a M.

Leave Lynchburg at 6'36 r. M. and arrive at Washington at 6'10 A. M.

Poth trains making close connections at Lynchburg for all points South and Southwest, and at Washington for North and Northwest.

First-class sleeping cars attached to the u'ght trains.

The road is at ractive, not only for its comerciable accommodations, but for the fact that it passes the new historic local times of Fairfax, Buil Run Manassas, Briston, Captett's, Rappahannock, (ulpeper, Orange, and Gordoneville, blaces of imperishable interest in the popular mind

Through tickets to all points South and Southwest may be had in Boston, New York, Philadelebia, and Baltimore, and at the Jasses of the road in Washinston

Alexandsia